

COMPLETE LISTING OF THE PENDING CLAIMS

1. (Previously Presented) A method of determining one of a torsional acceleration and an inertia of a vehicle driveline configuration comprising the step of entering measurements for the vehicle driveline configuration into a graphical user interface program.

2. (Original) The method of Claim 1, further including the step of selecting the vehicle driveline configuration from a plurality of driveline configurations prior to entering measurements of the vehicle driveline configuration into the graphical user interface program.

3. (Original) The method of Claim 1, wherein the graphical user interface program includes a corrective mode for enabling a user to interactively change the entered measurements of the vehicle driveline configuration to determine one of the torsional acceleration and the inertia of the vehicle driveline configuration.

4. (Original) The method of Claim 1, further including the step of printing a worksheet to aide a user in entering of the measurements for the vehicle driveline configuration.

5. (Original) The method of Claim 1, further including the step of printing results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration.

6. (Original) The method of Claim 1, further including the step of saving results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration as an image file.

7. (Original) A method of diagnosing and correcting driveline angles and lengths of components of a vehicle driveline, comprising the steps of:

entering measurements of the vehicle driveline into a graphical user interface program;

determining one of a torsional acceleration and an inertia of the vehicle driveline based on the entered measurements of the driveline angles and lengths of the components; and

enabling a user to interactively change the entered measurements of the vehicle driveline to determine one of the torsional acceleration and the inertia of the vehicle driveline.

8. (Original) The method of Claim 7, further including the step of selecting the vehicle driveline from a plurality of drivelines.

9. (Original) The method of Claim 7, further including the step of printing a worksheet to aide a user in entering of the measurements for the vehicle driveline.

10. (Original) The method of Claim 7, further including the step of printing results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration.

11. (Original) The method of Claim 7, further including the step of saving results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration as an image file.

12. (Original) A method of determining one of a torsional acceleration and a driveline inertia of a vehicle driveline configuration, comprising the steps of:

selecting a vehicle driveline configuration from a plurality of driveline configurations;

entering measurement data for the selected vehicle driveline configuration;

determining one of the torsional acceleration and the driveline inertia of the selected vehicle driveline configuration; and

displaying one of the torsional acceleration and the driveline inertia of the selected vehicle driveline configuration.

13. (Original) The method of Claim 12, further including the step of enabling a user to interactively change the entered measurements of the vehicle driveline configuration to determine a different one of the torsional acceleration and the inertia of the vehicle driveline configuration.

14. (Original) The method of Claim 12, further including the step of printing a worksheet to aide a user in entering of the measurements for the selected vehicle driveline configuration.

15. (Original) The method of Claim 12, further including the step of printing results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration.

16. (Original) The method of Claim 12, further including the step of saving results from the determination of one of the torsional acceleration and the inertia for the vehicle driveline configuration as an image file.